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INFORMATION REPORT

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COUNTRY **Argentina**SUBJECT **Weekly Port Report For Period Ending 10 May 1954**PLACE ACQUIRED
(BY SOURCE)

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SOURCE

1. Weekly Port Report on the Port of Buenos Aires: (for period ending 10 May 54)

Ocean going vessels in port discharging.....	11
" " " " loading.....	38
" " " " lying idle.....	1

There are now eight ships waiting for discharging berth, as follows:

Vessel	Flag	Date of arrival	Class of cargo
ALCIONE	Italian	7 April	Cement
MARINUGGI	Panamanian	12 "	"
HOP	Norwegian	20 "	"
TIBA	Dutch	3 May	"
SAN MARGO IV	Italian	3 "	"
BETTY RYAN	Argentine	6 "	"
NUOVA FORTUNA	Honduran	6 "	Coal
KOPERNIK	Polish	10 "	Cement

From 3 May to 9 May 54 inclusive

Arrivals of ocean going vessels with general cargo.....	25
" " " " " petroleum.....	4
" " " " " coal.....	5
" " " " " in ballast from abroad.....	1
" " " " " from other Argentine ports to complete.....	7
Departures of ocean going vessels for abroad with general cargo and grain.....	18
" " " " " in ballast.....	5
" " " " " other Argentine ports in ballast.....	1

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Sailings of ocean going vessels for other Argentine ports
with cargo..... 1

2. Weekly Port Report on the Port of Bahia Blanca: (for period ending
8 May 54)

<u>Vessel</u>	<u>Flag</u>	<u>Operations</u>
SEBASTI KIROV	Russian	Awaiting permits to load rye for Poland
EVA PERON	Argentine	To load inflammables for Eva Peron
SALTA	Norwegian	Awaiting berth to load oats, barley and rye for Denmark
PINA ONORATO	Italian	Awaiting berth to load rye for Europe
TERO	Dutch	Awaiting berth to load oats, barley and rye for Holland
TURMOIL	Panamanian	Loading barley for Germany
FRIEDEN	German	Loading oats, barley and rye for Antwerp
ASSIRIA	Italian	Loading rye for Poland
AMARYLLIS	Panamanian	Loading rye and barley for Italy
RIO CUARTO	Argentine	" " for Poland
NEVADA	Liberian	" " for Poland
RIO SEGUNDO	Argentine	" " for Poland
MARIA PIERA G	Italian	" " for Poland
NORMA	Norwegian	Belgium Awaiting berth to load rye for Norway
MARGA	German	Awaiting berth to load barley for Germany
LEKHAVEN	Dutch	Awaiting berth to load rye and barley for Antwerp and Rotterdam
TRANBIA	Finnish	Awaiting loading berth
GIOACCHINO LAURO	Italian	" " " to load rye for Poland
ENSENADA	Panamanian	Awaiting berth to load rye for Poland
CALIFORNIA	Danish	Awaiting berth to load rye, wheat, barley and oats for Denmark
JEAN JAURE	Russian	Awaiting berth to load rye for Poland
MASTER NICOS	Costa Rica	Awaiting berth to load oats and rye for Holland
MARIANINA	Greek	Awaiting wheat for Holland
STABIA	Italian	" " rye for Poland
TUMBES	Peruvian	" " berth to load wheat for Peru
STELLA AZURRA	Italian	Loading oats and barley for Belgium
VAASA	Finnish	Awaiting berth to load rye for Poland
ACROPOLIS	Greek	Awaiting berth to load rye for Poland

3. Weekly Port Report on the Port of Necochea: (for period ending
8 May 54)

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Vessel	Flag	Operations
BERNHARD HOWALDT	German	Loading barley, possibly sailing today
BRA KAR	Norwegian	Loading barley, linseed exp and wheat
VENEZUELA	Danish	To load barley and rye, awaiting turn
RIO DIAMANTE	Argentine	Loading oats and wheat
ROYAL EMBLEM	British	Loading linseed expellers and wheat
ARETI 2	Panamanian	To load oats, awaiting turn

4. Weekly Port Report on the Port of Rosario: (for period ending 10 May 54)

Vessel	Flag	Operations
REALMA	Panamanian	Loading maize for the UK
MARYLYN	British	" wheat and maize for the Continent, and the UK
KOCHO MARU	Japanese	Loading wheat for Japan
ST ESSYL	British	" maize and wheat for the Continent
TATSUTAMA MARU	Japanese	Loading wheat for Japan
ALFRED THEODOR	German	" barley for Germany
RIO GUAIBA	Brazilian	" meal for Brazil
LA VALETTA	Italian	" rye for Poland
EL NEPTUNO	Spanish	" wheat and maize for the UK
SUSSEX TRADER	British	Awaiting orders
CARL JULIUS	German	IN THE ROADS, to load barley for Germany
FORTUNE	Panamanian	IN THE ROADS, to load rye for the UK

Vessel	Flag	Operations
San Lorenzo	Dutch	Loading linseed oil for Antwerp
PAPENBRECHT	Argentine	" maize for the UK
NAVIERO		

Vessel	Flag	Operations
Villa Constitución	French	Discharging billets
CHALON	Panamanian	" coal
CAPTAIN LUKIS	British	Loading maize
BARTON CRANGE		

Depths of the River Parana

Santa Fe - Rosario.....	19'4"
Diamante - Rosario.....	23'9"
San Lorenzo - Rosario.....	29'1"
Rosario, access channel.....	29'5"
Rosario - San Pedro.....	26'6"
Villa Constitución - San Pedro.....	27'1"
Villa Constitución, access channel fisc. wharf.....	84'5"
Villa Constitución, access channel elevator.....	24'5"
Villa Constitución, railway wharf.....	24'5"
San Martín, access channel.....	29'5"
San Pedro, access channel.....	17'
Prospects for next week - 1 foot more	

5. Weekly Port Report on the Port of Santa Fe: (for period ending 7 May 54)

River: Today's admissible draft 19'4"
Rising here and up river.

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6. Weekly Report on the Port of Eva Perón: (for period ending 10 May 54)

Vessels discharging - KINGSMOUNT - British - discharging coal.
Vessels loading - BALDUR - German - loading rye for Germany
Vessels awaiting orders - BARILOCHE - Argentine - discharged lumber
and awaiting orders to load wheat for
Brazil
Vessels laid up - RÍO SALADO, RÍO SANTA CRUZ, RÍO NEUQUÉN, RÍO CAR-
CARANA, RÍO EULCE - all Argentine
Official draft: 26'

7. DESPATCH: For vessels loaded with cement, of which there is one dis-
charging and seven are waiting to commence, the situation has been
adversely affected by the stoppages and go-slow tactics of the port
laborers. The one ship which is working arrived 4 April and the
first on turn on 7 April. Demurrage is no doubt mounting up, but
little or no action has so far been taken to improve matters. The
government department concerned is said to have made definite ar-
rangements to provide storage accommodation for the cement so that
the work shall be speeded up but so far there are no signs of that
facility being employed.

The discharge of coal is not affected by the labor difficulties,
but despatch is by no means good; railway wagons are in short supply
and that deficiency is said to be due mainly to a lack of sufficient
locomotives.

A paragraph in this report two weeks ago mentioned the fact that
ships chartered to load barley for Germany seemed to be getting
preferential treatment at Rosario. This was evidently a mistaken
impression. In order to endeavor somewhat to relieve the conges-
tion at Bahía Blanca, the Grain Board made a superhuman effort and
were successful in diverting a substantial quantity of barley to
Rosario. It just happened that one or two ships chartered for
Germany were then seeking allocations of barley so that they had the
luck to be ordered to Rosario and were loaded in quick time.

Other vessels have since been sent to Rosario to load barley and
have had poor despatch; that commodity, as well as rye, now being
in short supply at all places. Contrary to expectations and no
doubt as a result of a spell of unseasonably warm and damp weather,
the new maize has not been coming into the shipping ports in any
quantity and despatch for ships loading that commodity has not been
too good. Over the week-end, however, a strong west wind blew up,
clearing the atmosphere and bringing with it lower temperatures,
so that it is now hoped better conditions will prevail and bring
with them an improved maize situation.

The Bahía Blanca waiting list is not quite as long as it was last
week, but the port is still a very long way from getting back to
normal. An Italian vessel has been lying there since 14 March.

8. FREIGHT MARKET: A radical change came over the Plate freight mar-
ket last week, presumably on the strength of the sale of 600 thou-
sand tons of maize reported the previous week. Charterers suddenly
started bidding for tonnage in all positions, including May (sur-
prising as it may appear considering the seeming shortage of spot
maize). Rates quickly rose by several shillings. The last fixture
by the German government had been concluded at 61/6 for heavy grain

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(three thousand tons free discharge). A similar fixture is reported today, for May loading at 69/-.

Charterers have evidently been caught short in regard to their requirements for near positions, the situation being aggravated by a number of ships already chartered being delayed discharging by the go-slow movement. A scramble for tonnage has developed and rates are likely still further to rise. The extent to which they send ships out in ballast, but, for reasons not unconnected with the very poor despatch for which Plate loading has lately become notorious, that level is now considerably higher than was the case a few months ago.

9. **LABOR:** The commencement of labor troubles which was noted in this report last week has now assumed rather more serious proportions. The go-slow movement affecting the discharge direct to steel works up river developed into a complete stoppage. In Buenos Aires the trouble started with the union declaring a half-hour stoppage at the commencement of the morning shift and a like period in the afternoon. During the rest of the day the men worked to rules and reduced their output to about 20 or 30 percent of normal.

The foremen's and tally-clerks' unions soon followed suit with half-hour stoppages, and, as the men are doing as little as they possibly can without actually stopping, vessels are being seriously delayed.

There are exceptions in this go-slow movement inasmuch as government-owned ships and coal carriers are not so far affected. The coal trimmers' union is a separate entity and has evidently decided to await the outcome of the dispute between SUPA and the employers, meanwhile carrying on working normally. The same remarks apply to the port labor unions at Rosario, Bahía Blanca and other out-ports, where so far there have been no interruptions.

It is said that the employers' associations have today notified the unions and the authorities that they will insist on a return to normal working conditions before agreeing to resume negotiations. This step, it is hoped, will have the desired effect.

10. **TRAMP TONNAGE CHARTERED FOR RIVER PLATE LOADING, tons 10% more or less:**

	May <u>cancelling</u>	June <u>cancelling</u>	July <u>cancelling</u>
Fixtures reported up to 10			
May 54	137,980	57,500	36,600
Fixtures reported up to 10			
May 53	61,400	64,700	14,700

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